

# U. S. DESTROYERS DOING FINE WORK RUNNING DOWN U BOATS

## BIG ARMORED CARS SAVE THE ITALIAN ARMY IN RETREAT

Hold Bridges With Broadside at Germans Until Troops Reach Safety.

ITALIAN HEADQUARTERS IN NORTHERN ITALY, Nov. 14 (By the Associated Press).—A section of Italian armored cars, each of which mounts three quick-firers in the turret, is just back from one of the most thrilling experiences of the war. The duty to which these cars was assigned was to hold the bridges from the Tagliamento to the Piave Rivers until the cavalry rearguard had passed across, and then to burn the bridges behind them.

The commander and a number of his men were seen by the correspondent at their camp, where they recounted their experiences as though they were everyday occurrences.

Huge cars resembling tanks stood about at the camp, showing scars received in the recent ordeal. They have heavily armored bodies. There is a steel door, and for observation purposes two small openings are provided. The two turrets above revolve, the upper one having one quick-firer and the lower two.

The orders were to "hold to the death" the bridges at Saffio, Polgenigo, Santa Lucia and San Giovanni until the Bersaglieri and cavalry had crossed. That they succeeded is shown by the fact that all the rear guards made their way over the

bridges, that all the bridges were burned and that the section returned leaving only one damaged machine with the enemy, although eighteen of the forty cars were in such crippled condition that it was necessary to abandon them after the bridges were turned.

The machines were divided, two being stationed at each of the four bridgeheads. After seeing their own rear guard safely across they awaited the approach of the enemy advance guards, even staying in some cases until the cars were surrounded by hostile patrols, which were then mowed down by the battery of quick-firers.

At the San Giovanni Bridge one car took its station during the night midway across the bridge. Early in the morning it was ordered to surrender by a German car, which bore the Imperial crest and carried a German Captain and two Lieutenants. Instead of surrendering, two Italian Captains and four gunners suddenly opened the steel door and sprang out with carbines. The German Captain and one Lieutenant were killed. The other Lieutenant and the German car were captured and brought back.

At the Saffio Bridge the cars had orders to hold for three hours, but they held for thirty-two hours. At Santa Lucia the commander ordered one of his machines to advance against an enemy patrol which was dangerously near. The car was rushed forward, sweeping the enemy from its double turrets, but when this mission was accomplished and the car was turned back it was found that the bridge was on fire. The only way was to cross this burning bridge. The car was steered straight over the smoking structure, while the burning planks cracked under its huge weight. It crossed safely and is one of the cars brought back.

The ammunition of another car was exhausted after it had fired 30,000 rounds. Each quick-firer has a capacity of 15,000 shots.

## American Red Cross Workers Who Will Drive Ambulances at the Battlefront in France



FLOYD WAGNER, MARY HARTLEY, ALICE SHEPARD, MISS FAHNESTOCK, MRS. BLUMENBERG

## M'NICOL, CHIEF PENROSE LIEUTENANT, IS DEAD

State Senator Had Been Undisputed G. O. P. Leader in Philadelphia for Fifteen Years.

PHILADELPHIA, Nov. 14.—State Senator James P. McNichol died at 9:10 o'clock this morning. Death was due to heart disease, from which he had been a sufferer for some months.

Senator McNichol was the chief lieutenant of Penrose and controlled the Republican machine in Philadelphia. Born fifty-three years ago in one of Philadelphia's downtown wards, he was playing politics before he was big enough to look over a ballot box. For the last fifteen years he had been the undisputed leader of his party in this city.

McNichol had been a conspicuous figure in State affairs for many years and active in legislative matters since the session of 1905.

"I was greatly shocked to learn of Senator McNichol's death," said Gov. Brumbaugh. "I had hoped that he would recover. While we differed occasionally, our personal relations were always very cordial and I had great respect for his earnestness and enthusiasm."

Senator McNichol succeeded his father as a contractor. He built up a large business and was reputed to be possessed of millions. He was married twice and was the father of fourteen children, of whom twelve are living. Four sons are in the National Army.

**JAIL FOR 31 "SUFF" PICKETS.**

Sentences Range From Six Days to Six Months.

WASHINGTON, Nov. 14.—Thirty-one Woman's Party suffragettes were today sentenced to terms of from six days to six months in jail for picketing the White House Tuesday.

Mrs. Mary A. Nolan, the seventy-three-year-old suffragist from Jacksonville, Fla., was sentenced to six days, and Miss Lillian B. Burn, a party leader, to six months. Mrs. John Winters Brannon of New York got sixty days, but may double that when she is tried Friday for former picketing. The others, first offenders, got thirty days each.

## Cadorna Reported to Have Refused Post on War Committee.

PARIS, Nov. 14.—The Temps's correspondent on the Italian front says that Gen. Cadorna, the one-time Commander-in-Chief, has declined the offer to represent Italy on the Inter-Allied Military Committee.

## JAPAN MAY MOBILIZE ARMY; NEW PERIL SEEN IN RUSSIAN SITUATION

TOKIO, Nov. 14.—Mobilization and possible utilization of Japan's army is being increasingly considered in view of the Russian situation.

The Tokyo press to-day agreed that Russia from now on must be considered a minus quantity in military value, although unanimous in believing a separate peace would never be agreed to.

"Japanese mobilization will likely be demanded," declared the newspaper Hochi. "We advise a special mission to Russia. Should the German influence extend eastward to the Ural Mountains, Asia's future would be endangered and Japan threatened. There is increasing necessity for mobilization. The nation should prepare for such an issue."

The newspaper Nichi Nichi declared recent German gains and declared the Entente must arouse itself to greater efforts.

"The Japanese people," the editorial asserted, "must be ready for any emergency; the Government must prepare for any eventuality."

## LIBERTY BONDS DECLINE; OLD ISSUE TOUCHES \$98.86

Fours Rally Sharply After Early Drop Under Stock Exchange Unloading.

Liberty bonds were the feature of Stock Exchange trading to-day, the sales of both issues being the largest yet recorded, with fluctuations unusually wide for Government bonds.

The 3½ per cent sold down to their lowest price, but the 4 per cent after starting to keep company in the slide rallied sharply and got back nearly to par.

The range of prices for the day for the 3½ per cent was \$98.26, opening high down to \$98.86 and closing. The 4 per cent, opened at \$99.39, the highest of the day, touched \$99.15 low and closed at \$99.00.

Heavy offerings of the bonds was responsible for the depressed prices. A variety of reasons led holders to sell. Some needed cash to protect stocks and others unloaded in anticipation of another instalment of payment due to-morrow on the new four.

## CLOSING QUOTATIONS.

Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0
Chas. H. & P. Co.	117 1/2	117 1/2	117 1/2	0